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HISTORY
OF
CARRIER AIRCRAFT SERVICE UNIT TWO

6-18-45
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The following History of Carrier Aircraft Service Unit No. TWO was compiled by Lieutenant Commander George Crompton, Jr., S(A), U.S. Naval Reserve. Lieutenant Commander Crompton was detached from this Command before this History was prepared in smooth form. He is to be commended for his untiring efforts in its preparation.

A. C. Lake.
A. C. Lake, Lt.Cdr., U.S.N.R.

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DOCUMENTATION

The early part of the Narrative, to and including the move to Hangar "A" is largely based upon an interview with Lieutenant G. J. Marchacos, U.S. Navy, and Lieutenant Commander W. S. Wray, (MC), U.S. Navy, on 16 April 1945. The dates of completion or occupancy of various buildings are taken from the War Diary of the Public Works Department of the Naval Air Station, Barber's Point, Oahu, T.H. The account of transfers from one command to another is based in part upon an interview with Lieutenant (j.g.) Paul T. Hunt, U.S. Navy, Staff, Commander Air Force, Pacific Fleet, on 28 April 1945, and in part upon the following letters: (1) Commander Aircraft, Battle Force, Pacific Fleet, letter dated 3 March 1942, serial M-287; (2) Commander, Aircraft, Battle Force, Pacific Fleet, letter dated 30 March 1942, serial M-919; (3) Commander Carriers, Pacific Fleet, letter dated 16 April 1942, serial M-1115; (4) Commander Carriers, Pacific Fleet, letter dated 19 August 1942, no serial. These letters deal with transfers of planes.

The chronologies are taken mainly from CASU TWO log books. Appendix 1 is based upon a file of commendations, awards, and citations maintained by CASU TWO. Appendix 2 is the account given by Commander George Gay, S(A), U.S. Naval Reserve, of his personal history, on or about 27 April 1945. Appendix 3 is a similar personal history of Lieutenant Commander Albert C. Lake, S(A), U.S. Naval Reserve, which he wrote himself. The table of the number of enlisted personnel on board at quarterly intervals (Appendix 4) was taken from the personnel files and compiled by Lieutenant Oscar L. Fleckner, (A)L, U.S. Naval Reserve, Personnel Officer.

The letter designating CASU TWO a 180 plane CASU is a speedletter from the Commander Air Force, Pacific Fleet, dated 26 March 1944, serial 2412. The letter designating CASU TWO a 270 plane CASU is BuPers confidential speedletter dated 31 August 1944, no serial.

The description of methods of maintenance (Appendix 5) was written by Lieutenant Robert F. Murphy, S(A), U.S. Naval Reserve, Engineering Officer, 1944 and 1945. Interviews have been had with the Captain's Yeoman, Robert G. Tarrant, chief yeoman, U.S. Naval Reserve, almost daily in April, 1945, since he has been on board since November, 1942. He has personally checked the History.

The information as to the date when the film sub-library was started at CASU TWO is based upon ComAirPac letter of 19 October 1944, serial 4090.

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NARRATIVE

On the Island of Oahu, Territory of Hawaii, there is a broad plain extending from Pearl Harbor to the west, and lying south of the western mountain range. From Pearl Harbor the coastline extends roughly due west (true). At a point known as Barber's Point, the coast line turns almost to north. As is customary, the land back of Barber's Point, to the extent of several square miles, is known as Barber's Point.

On this land is a sugar plantation known as Ewa. Hawaii abounds in sugar plantations, and most all of them have a sugar mill and a village. Ewa is no exception. There is a village of Ewa adjacent to the sugar mill, with the sugar cane growing on at least three sides.

It was in the vicinity of the plantation of Ewa, and the village of Ewa, comparatively many years ago, that the Ewa Mooring Mast Detachment was located. This belongs to the history of Lighter-than-Air, for the purpose of the detachment was to moor a giant rigid airship, if any ever came. So far as your historian can discover, no rigid airship ever came to Ewa.

Immediately after Pearl Harbor day it was obviously desirable to have a number of airplane overhaul or service units based on land at runways around Pearl Harbor. These were to be set up for the purpose of servicing carrier aircraft. At that time Vice Admiral William F. Halsey, Jr., was Commander Aircraft, Battle Force, Pacific Fleet. Since a runway had been constructed at Ewa (pronounced ev - a) Mooring Mast, he decided to send a service unit thereto. So in or about December, 1941, there came into existence Carrier Aircraft Service Unit Two at Ewa Mooring Mast.

Sometime before the sixteenth day, in the month of April, 1942, the title Commander Aircraft, Battle Force, Pacific Fleet, was replaced with the title Commander Carriers, Pacific Fleet. On 6 May 1942, Carrier Aircraft Service Unit Two was commissioned; the Commanding Officer was Ensign William R. Bentley, A-V(N), U.S. Naval Reserve. He was succeeded on 15 June 1942 by Ensign David R. Flynn, A-V(N), U.S. Naval Reserve, who was in turn succeeded on 10 August 1942 by Lieutenant William H. Hilands, U.S. Navy (Naval Aviator) as Commanding Officer. Up to now CASU TWO was located at Ewa, at the site of the old Ewa Mooring Mast, hard by the new runway which is now a part of the runway from which the Marine Corps Air Station, Ewa, was built. See the print annexed, which shows the Marine Corps Air Station, Ewa, and the Naval Air Station, Barber's Point runways, as existing in 1945. The original location of CASU TWO is shown on the print by the letter "X".

While based at Ewa, CASU TWO had no hangar. Work was done under the trees, and under canvas canopies. The officers and men lived in barracks, twelve rooms to each barracks. CASU TWO serviced Air Groups from the Lexington, Yorktown, and the Enterprise. Condition 2 was maintained by the CASU, and by the AAA crews in the area.

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Sometime in September, 1942, barracks numbers one and two (now five and six) of the Naval Air Station, Barber's Point were ready for occupancy. The Naval Air Station had been commissioned on 12 April 1942, and had been temporarily located at Ewa Mooring Mast with CASU TWO. In September, 1942, the runways at Naval Air Station, Barber's Point, had been partially completed, from the intersection to the east ends. The runway running southwest-northeast is known as Baker runway, while the runway running northwest-southeast is known as Queen runway. The eastern ends of these runways had been built to only part of the present width at the time mentioned.

The position of barracks numbers one and two relative to the runways and relative to Ewa Mooring Mast is shown on the sketch. The barracks are marked one and two on the sketch. A number of buildings had been completed or at least were ready for occupancy just south of the east end of Baker runway at this time (September, 1942). These were all wooden buildings.

Since the site of Ewa Mooring Mast was intended for a Marine Corps Air Station, CASU TWO personnel as well as Naval Air Station moved into barracks numbers one and two in September, 1942, and at the same time CASU TWO shop equipment was moved into the above mentioned wooden buildings south of the end of Baker runway. These are collectively marked "W" on the sketch.

The lines for VP-51 and the Air Groups were at this time located at the southern edge of the intersection of the runways. Some Texas huts were put up and used for offices of the Air Groups. CASU TWO had office space in barracks number one, with the remainder of the offices located in the area marked "W" on the sketch.

Another change took place in September, 1942. On the first day of that month, Rear Admiral John H. Towers became Commander Air Force, Pacific Fleet, and assumed the duties and command of Commander Carriers, Pacific Fleet. ComAirPac was thus the successor of ComCarPac and became the superior echelon of CASU TWO.

In September, 1942, hangar "A" (see sketch) was building, but not built. Likewise the Administration Building (marked on the sketch, "M") and the Control Tower (marked on the sketch, "T") were under construction. B.O.Q. "A" and B.O.Q. "B" were nearing completion. The latter are designated as such on the sketch.

On 1 October 1942, the keys to B.O.Q. "A" and "B" were turned over to the Officer in Charge thereof by the Public Works Department of the Station, and the officers of the Station and CASU TWO started moving in. This released space for more enlisted men in Barracks numbers one and two. A little later a third barracks was built, marked three on the sketch, and occupied by CASU TWO personnel.

The next important move occurred in January, 1943. On 2 January 1943, the

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Public Works Department of the Station turned over the keys to hangar "A" to the Assistant Project Manager of the Naval Air Station. The hangar was not completed, but was in condition for usable occupancy. CASU TWO and the Air Groups promptly moved in (8 January) and the lines were reestablished near hangar "A". Hangar "B" (see sketch) was at that time under construction but not ready for occupancy.

CASU TWO is now (January, 1943) located in the spot where it is still located (April, 1945). It has two hangars and the shops are moved into the hangars. The officers have two B.O.Q.'s and the enlisted men have five barracks (these are present day figures, May, 1945). Although much remains to be built, the plan is fixed, and the expansion is gradual and orderly from now on. For the dates of occupancy and completion of the various important additional buildings and recreational facilities, etc., see the chronology, but a few of the important items will also be referred to in this narrative.

The function of CASU TWO remained in January, 1943, the same as it had been when it was originated and when it was commissioned, and the same as it remains today (May, 1945). That function, primarily, is to service carrier aircraft. See the chronology of Groups and Squadrons to obtain a picture of the movement thereof to and from CASU TWO. Some of the Groups and Squadrons came to CASU TWO while their carrier was at Pearl Harbor, some were commissioned at CASU TWO and later joined their carriers, while some were in training at the Naval Air Station, were serviced by CASU TWO and would leave for training operations with their carriers for a few days and then return to Barber's Point.

Certain training groups and units, such as Air Group One Hundred and the Night Attack and Combat Training Unit, Pacific, have been based upon CASU TWO and Naval Air Station, Barber's Point for extended periods. These hold the position of permanent "customers" of CASU TWO. Others come and go under the directions of ComAirPac.

But there are certain other functions that CASU TWO performs and has performed. Due to its geographical location, due to its early formation, and due to its size, various other units have been based upon it for training. The chronology gives the dates and the designation of these units. They include various of the other CASUs, ACORNs, ARGUS' and several D2 Units (Supply organizations for advance bases).

Servicing of carrier aircraft includes fueling and the loading of all species of ordnance. Bombs, torpedoes, rockets and machine gun rounds are loaded onto the planes at CASU. Furthermore, the servicing includes engine changes, minor repairs, etc. Major repairs are usually done by the A&R Department of the Naval Air Station, as is also engine overhaul.

CASU TWO has also served as a staging area for ACORNs and other units. It will be noted in the chronology that on 1 December 1943, three ACORNs, three CASUs, and three ARGUS' and three GROPAC units came aboard. CASU TWO was their staging area.

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Various training units have been based upon CASU TWO. The Instrument Line Maintenance School was started at CASU TWO on 19 May 1944 and is still here. Field Torpedo Unit Number Eighty Two came on board on 14 January 1944 and departed on 28 August 1944. The Photographic Training Unit came on board on 13 April 1944 and is still at CASU TWO. The Aerial Survey and Map Compilation Unit arrived on 5 May 1944 and departed on 9 November 1944.

Two D2 Units have been at CASU TWO. These units are small aviation supply depots for advanced bases. D2 Unit 2 arrived at CASU TWO on 6 January 1944, and departed on 23 March 1944. D2 Unit 3 arrived on 12 June 1944 and departed on 3 October 1944. Argus Ten was decommissioned at CASU TWO in February, 1944, but an SC-3 component thereof remained until 3 May 1944.

The normal plane complement of a CASU is 90 planes. This is normal, and not an average, and the numbers of planes at any CASU varies from day to day. ComAirPac and BuPers, however, has recently adopted the policy of designating enlarged CASUs as double, triple, etc. Thereby a greater complement of men and officers can be assigned to the larger CASUs than the single CASU complement. This authority was later delegated to the Commander Service Force, Pacific Fleet.

On 26 March 1944, ComAirPac designated CASU TWO a 180 plane CASU (making it a double CASU). At that time CASU TWO actually had about 250 airplanes. On 31 August 1944, CASU TWO was designated a 270 plane CASU. At that time it had about 340 airplanes aboard. Today CASU TWO averages 450 airplanes aboard, or thereabouts (March, 1945). In January, 1945, there were usually 500 or more. (May, 1945, the average is approximately 575 airplanes of the Fleet Air Detachment based on and serviced by the CASU).

The facilities for recreation for the officers and men of CASU TWO have steadily increased. A notable day was when the moving picture theatre was put in operation, 5 April 1943. Since then movies for entertainment have been regularly shown. However, not only has the number on board of the CASU steadily increased, but this is also true of the Station. Consequently many men were unable to see the movies consistently, especially the ones that were popular. This condition was corrected recently by the erection of the Bagley Amphitheatre, which is said to be the largest amphitheatre in the Pacific. This was dedicated on 6 April 1945, with all due ceremony (and in a downpour which approached a deluge). This amphitheatre is well attended by the officers and men of the CASU and it has been a source of great enjoyment.

Another important day in the history of recreational facilities for the officers and men was 21 July 1944. On that day 12 handball courts and 2 basketball courts for the enlisted men; 6 handball courts and 1 basketball court for the officers were completed, as well as an athletic field for the men, 500 feet by 500 feet. Those facilities have been constantly used and much enjoyed. The tennis courts were earlier completed, those for the men on 12 April 1943, and those for the officers on June 1, 1943. They have likewise been well patronized. The occupancy of the Officers' club on 6 May 1943 was naturally also a red letter event.

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In October, 1943, a sub-library for film was started at CASU TWO AND is still in operation. This sub-library operates under Special Devices, ComAirPac, and provides training film and general interest film to Air Groups and other activities on and around Barber's Point. A projection hut is maintained and movies are shown upon request to officers and enlisted personnel. Much valuable training is given in this way, and pilots and others are able to follow the progress of the war from action pictures taken by the Army, Navy, and Marine Corps. All film in the library is 16 millimeter.

The growth of CASU TWO may be shown by the number of enlisted men on board quarterly. The list of these figures may be found appended, marked appendix 4.

In connection with the letter of commendation received from Commander Night Air Group Ninety it is interesting to note that the cause of the letter was effecting of 99 modifications in 15 planes in 4 days, starting 4 December 1944, a noteworthy achievement.

Night Air Group Fifty Three departed on 28 January 1945 and went on board the U.S.S. Saratoga. The Air Group included 21 F6F planes that had developed weakness in the tails. These had all been beefed up by CASU TWO. Pearl Harbor Local change number 7 had been applied to these planes in 84 hours. Since this involved cutting the skin of the tails, and riveting in cramped quarters, this job was a considerable achievement. These planes were later in combat off Iwo Jima.

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CHRONOLOGY OTHER THAN GROUPS AND SQUADRONS

5-6-42 CASU TWO commissioned. Ensign William R. Bentley, A-V(N), U.S. Naval Reserve, Commanding.

5-15-42 First meal was served in the General Mess this morning. All hands except officers are now quartered on the east side of Ewa field.

6-2-42 Unit inspected by Rear Admiral Noyes, Commander Carriers, Pacific Fleet.

6-15-42 Ensign David R. Flynn, A-V(N), U.S. Naval Reserve, assumed command, relieving Ensign William R. Bentley, A-V(N), U.S. Naval Reserve.

8-10-42 Lieutenant William H. Hilands, U.S. Navy, assumed command, relieving Ensign David R. Flynn, A-V(N), U.S. Naval Reserve. Lieutenant Hilands' home town is Portland, Oregon. ✓

9-1-42 Rear Admiral John H. Towers assumed the duties and command of Commander Carriers, Pacific Fleet, under the new title of Commander Air Force, Pacific Fleet, and thus became the immediate superior of the Commanding Officer of CASU TWO.

9-15-42 CASU TWO moved from Ewa Mooring Mast to Barber's Point. See the Narrative for details.

10-1-42 Keys to BOQ "A" and BOQ "B" turned over to the Officer in Charge thereof by the Public Works Department of the Station.

1-8-43 CASU TWO moved to Hangar "A".

3-20-43 Hangars "A" and "B" completed.

3-27-43 Control tower turned over to N.A.S. for usable occupancy. Prior to this time CASU TWO had controlled the operations of the field.

4-4-43 Control tower completed.

4-5-43 Moving picture theatre turned over to N.A.S. for usable occupancy.

9-17-43 Black-topping of mats completed.

10-16-43 Commander Miltimore W. Brush, A-V(S), U.S. Naval Reserve, assumed command, relieving Lieutenant Commander William H. Hilands, U.S. Navy.

12-1-43 Officers and men of the following units arrived on board: ACORN 20 ACORN 21; ACORN 22; CASU 20; CASU 30; CASU 34; ARGUS 18; ARGUS 21 ARGUS 22; GROFAC 2; GROFAC 3; GROFAC 4.

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12-2-43 Balance of officers and men of the above listed units arrived on board. GRO PAC 5 also arrived today.

1-6-44 Seven officers arrived for duty in connection with the organization and training of D2 Unit #2.

1-14-44 Field Torpedo Unit No. 82 arrived on board.

1-14-44 Commander George Gay, A-V(S), U.S. Naval Reserve, assumed command, relieving Commander Miltimore W. Brush, A-V(S), U.S. Naval Reserve. Commander Gay's home is Manhasset, Long Island. ✓

2-6-44 ACORN 20 and CASU 30 departed.

2-17-44 Seven officers and sixty men of ARGUS 10 came aboard for temporary duty.

3-23-44 D2 Unit #2 departed.

3-26-44 ComAirPac designated CASU TWO a 180 plane CASU.

4-13-44 Photographic Training Unit came on board.

5-1-44 CASU 43 came aboard.

5-5-44 Aerial Survey and Map Compilation Unit came aboard.

5-19-44 Instrument Line Maintenance School starts operations at CASU TWO.

5-29-44 CASU 48 & CASU 49 reported aboard for temporary duty.

6-4-44 CASU 48 departed for N.A.S., Kaneohe.

6-11-44 ARGUS 23 and CASU 45 arrived on board.

6-12-44 D2 Unit #3 reported on board.

6-19-44 D2 Unit #3 draft reported on board.

7-21-44 Recreation facilities for enlisted men as follows completed:

12 hand ball courts; 2 basketball courts.
Athletic field, 500 x 500 feet.

Recreation facilities for officers as follows completed:

6 hand ball courts; 1 basketball court.

8-28-44 Field Torpedo Unit No. 82 departed.

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8-31-44 BuPers designated CASU TWO a 270 plane CASU.

10-3-44 D2 Unit #3 departed.

11-2-44 208 men transferred from CASU 45 to CASU 2.

11-9-44 Aerial Survey and Map Compilation Unit departed.

1-15-45 2-B1B buildings completed. Small hangar 80 x 100 feet completed. Turned over to CASU TWO for use.

1-25-45 Second small hangar 80 x 100 feet completed. Turned over to CASU TWO for use.

2-1-45 70,000 square yards of asphalt around B1B buildings completed. To be used for parking area for planes to be worked on.

2-15-45 3 JOQ huts for pilots completed.

4-12-45 Franklin Delano Roosevelt, President of the United States died at Warm Springs, Georgia. He was succeeded by Harry S. Truman, vice-president, in accordance with the Constitution. President Truman took oath of office on the same day. Station flag at half mast.

4-28-45 Sixteen men reported for temporary duty under instruction in the Instrument Line Maintenance School.

4-30-45 Lieutenant Commander Albert C. Lake, S(A), U.S. Naval Reserve, assumed command, relieving Commander George Gay, S(A), U.S. Naval Reserve. Lieutenant Commander Lake's home is Hampstead, New Hampshire.

5-20-45 Captain Virgil C. Griffin, Jr., U.S. Navy, assumed command, relieving Lieutenant Commander Albert C. Lake, S(A), U.S. Naval Reserve. Captain Griffin's home is Coronado, California.

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CHRONOLOGY OF GROUPS AND SQUADRONS

5-15-42 Serviced VP-44 with gasoline and oil.

5-27-42 Groups from the U.S.S. Hornet and the U.S.S. Yorktown were serviced by the Unit.

6-13-42 Hornet Air Groups arrived.

6-28-42 Hornet Air Group departed.

6-29-42 Saratoga Air Group arrived.

7-7-42 Saratoga Air Group departed.

9-21-42 VS-10 and VB-10 came aboard.

11-7-42 VT-11 came aboard. 10 TBF's, 25 officers.

11-8-42 Air Group 11 came aboard.
 VS-11 28 officers, 54 men.
 VB-11 27 officers, 53 men.

12-5-42 VGS-16 (scouting group) came aboard.

3-4-43 Three British squadrons (fighters) came aboard from H.M.S. Victorious with 31 planes (F4F).

3-5-43 Enlisted personnel of British Fighter Squadrons came aboard from H.M.S. Victorious. Complement, 240.

4-6-43 British Torpedo Squadron started night flying.

5-11-43 29 SBD's from Air Group 12 arrived at 1030, departed at 1215.

5-12-43 VF-12 with 19 planes and VT-12 with 13 planes arrived on board.

5-13-43 Enlisted personnel of VF-12 and VT-12 arrived on board.

5-31-43 Air Group 9 arrived on board with the following squadrons:
 VF-9 32 F6F planes.
 VT-9 18 TBF planes.
 VB-9 12 SBD planes.
 VB-19 12 SBD planes.

6-9-43 VF-12 arrived on board with 13 planes.

6-10-43 Six enlisted men of the Royal Navy were transferred to U.S.S. Chandeleur for further transfer to H.M.S. Victorious, in accordance with verbal orders of ComAirPac.

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Air Group 9 took off for the U.S.S. Essex with the following planes:

VF-9	31 F6F	VB-9	12 SBD
VT-9	19 TBF	VB-19	9 SBD

6-12-43 Following planes of Air Group 9 arrived, to be temporarily based on CASU TWO:

VB-9	12 planes.
VB-19	10 planes.
VF-9	23 planes.
VT-9	19 planes.

6-21-43 VF-12 departed with 36 F4U airplanes.

6-23-43 Remainder of VF-12 officers and enlisted personnel departed.

6-25-43 Air Group 9 departed for temporary duty aboard U.S. S. Essex with the following planes:

VF-9	32 F6F
VB-9	12 SBD
VB-19	12 SBD
VT-9	19 TBF

6-27-43 Air Group 9 arrived on board with the following planes:

VF-9	27 F6F
VT-9	18 TBF
VB-9	12 SBD
VB-19	11 SBD

7-24-43 Air Group 5 arrived on board with the following:

35 F6F
17 TBF
28 SBD

7-29-43 Air Group 5 departed temporarily with the following:

24 F6F
12 TBF
27 SBD

8-4-43 Air Group 9 departed temporarily with the following planes:

35 F6F
19 TBF
31 SBD

8-7-43 Air Group 9 arrived with the following planes:

35 F6F
19 TBF
31 SBD

8-9-43 Air Group 23 arrived on board with the following planes:

11 F6F
9 TBF
9 SBD
1 SNJ

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Air Group 5 departed with the following planes:

31 F6F
11 TBF
28 SBD

8-12-43

Air Group 5 returned with the following planes:

13 TBF
33 SBD
30 F6F

8-22-43

Air Group 5 departed with the following planes:

18 TBF
24 SBD
37 F6F

Air Group 9 departed with the following planes:

19 TBF
24 SBD
37 F6F

8-23-43

Air Group 16 arrived with the following planes:

8 TBF
32 SBD
21 F6F

8-29-43

12 F6F airplanes from VF-16 arrived from Midway.

9-6-43

Air Group 16 departed with the following planes:

18 TBF
32 SBD
37 F6F

9-7-43

Air Group 5 arrived with the following planes:

17 TBF
28 SBD
31 F6F

9-9-43

Air Group 16 arrived with the following planes:

17 TBF
32 SBD
37 F6F

9-11-43

Air Group 16 departed with the following planes:

17 TBF
36 SBD
33 F6F

9-23-43

Air Group 16 arrived with the following planes:

17 TBF
33 SBD
33 F6F

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9-24-43 15 TBF and 25 SBD from Air Group 1 arrived.
12 F6F from VF-6 arrived.

Air Group 1 departed with the following planes:

15 TBF
24 SBD
35 F6F

Air Group 25 departed with the following planes:

9 TBF
12 F6F

12 F6F from VF-6 departed.

9-26-43 VF-1 returned with 34 F6F.

9-29-43 Air Group 16 departed with the following planes:

22 TBF
30 SBD
37 F6F

9-30-43 29 SBD of VC-24 arrived on board.

10-1-43 A portion of Air Group 1 arrived with the following planes:

15 TBF
30 SBD
1 SNJ

10-3-43 VT-1 departed with the following planes:

15 TBF
VB-1 - 26 SBD
VC-24- 34 SBD

10-4-43 34 F6F from VF-1 departed.

10-10-43 Air Group 1 arrived with the following planes:

14 TBF
22 SBD

6 TBF from VT-6 arrived.

Air Group 1 departed with the following planes:

15 TBF
22 SBD
27 F6F

6 TBF from VT-6 departed.

10-19-43 VF-2 arrived with 33 F6F.

10-21-43 Air Group 9 departed with the following planes:

19 TBF
28 SBD
37 F6F

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10-22-43 11 TBF and 1 F6F from Air Group 5 arrived to conduct aerial mine exercises.

10-31-43 VF-2 departed with 24 F6F.

11-6-43 16 F6F from VF-1 departed.

11-8-43 VF-1 with 43 F6F departed.
VF-10 with 28 F6F arrived.
VF-10 with 28 F6F departed.

11-9-43 6 SBD and 6 TBF from Air Group 10 arrived.

11-10-43 36 F6F of VF-2 departed.
6 TBF and 6 SBD from Air Group 10 arrived.

11-26-43 16 F6F from VF-39 arrived.

12-5-43 VC-41 arrived with the following planes:
11 TBF
5 F4F

VC-33 arrived with the following planes:
10 TBF
6 F4F

12-9-43 Air Group 6 arrived with VF-2 in plane of VF-6, and with the following planes:
15 TBF
27 SBD
30 F6F

* 12-29-43 9 F4U from VFN-101 arrived.

12-30-43 Air Group 6 departed with the following planes:
16 TBF
22 SBD
24 F6F

1-1-44 Air Group 6 returned with the following planes:
13 TBF
26 SBD
26 F6F

1-3-44 VC-33 departed with the following planes:
12 TBF
12 F4F

VC-41 departed with the following planes:
12 TBF
12 F4F

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1-7-44 16 planes from VF-12 and 20 planes from VB-12 arrived.

1-10-44 VT-5 with 30 F6F and VB5 with 25 SBD arrived.

The following squadrons departed:

VF-12	37 F6F
VB-12	20 SBD
VT-6	16 TBF
VB-6	24 SBD
VF-6	31 F6F

2-13-44 Air Group 2 arrived with the following planes:

16 TBF
23 SBD

2-14-44 Air Group 2, with above planes, departed.

3-4-44 VC-30 arrived with the following planes:

4 TBF
5 FM
9 F6F

VC-25 arrived with the following planes:

6 TBF
2 FM
2 F6F

3-5-44 Air Group 15 arrived with the following planes:

18 TBF
17 SB2C

3-6-44 Additional 14 SB2C planes arrived for VB-100.

3-12-44 11 SB2C of VB-15, 2 TBF of VT-2, and 4 F6F of VT-2 departed.

3-13-44 17 TBF of VT-15 departed.
39 F6F, 18 TBF, and 21 SB2C of Air Group 2 departed.

3-15-44 11 planes of VT-15 arrived.

3-20-44 Three officers reported aboard in connection with fitting out VT-100. Twenty officers reported aboard in connection with fitting out VF-100. Fourteen officers reported aboard to report to the Commander, VB-100.

3-23-44 20 F6F of VT-19 arrived.

3-25-44 Air Group 15 departed with the following planes:

12 TBF
17 SB2C
19 F6F

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Air Group 1 arrived with the following planes:

13 TBF
7 SB2C
8 F6F
7 SBD

4-1-44 Air Group 100 commissioned.

4-22-44 VF-27 with 22 F6F arrived and departed.
VF-20 arrived with 33 F6F.
VT-20 arrived with 19 TBF.

5-2-44 Lieut.(jg) William Nash, A-V(S), USNR, (279711), reported for duty with Night Combat Training Unit (listed because this is the first reference to that Unit).

5-3-44 VC-27 with 8 TBF departed.

5-7-44 VC-28 arrived with 20 F6F and 7 TBF.

5-8-44 VC-28 departed with 6 TBF and 19 F6F.

Air Group 11 arrived with the following planes:

14 TBF
18 SB2C
22 F6F
VF-11 departed with 20 F6F.

5-11-44 VC-5 and VC-10 arrived with 12 TBM.

5-13-44 VC-4 departed with 9 TBM and 9 FM.
VT-11 departed with 16 TBF.

5-14-44 VC-5 and VC-10 departed with 17 TBM.

+ 5-15-44 VFN-77 departed with 5 F6F

x 5-17-44 VFN-77 arrived with 5 F6F.

5-18-44 20 F6F from VC-28 arrived for transfer to Air Group 100.

5-22-44 VF-27 with 10 F6F arrived and departed.

5-23-44 VT-18 departed with 10 TBF.

5-28-44 VT-18 arrived with 13 TBF.

+ 5-29-44 VFN-77 departed with 5 F6F.
Air Group 24 departed with 24 F6F and 9 TBF.

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5-30-44 VT-18 departed with 11 TBF.

6-10-44 VF-19 arrived with 44 F6F.

6-11-44 VT-19 arrived with 17 TBF.

6-12-44 VB-19 arrived with 23 SBD.
VF-19 and VT-19 departed
VFN-78 and -79 officers and ground personnel arrived.

x 6-13-44 15 F6F arrived for VFN-78.
2 TBF and 15 F6F arrived for VFN-79
11 TBF of VF-19 departed.

6-14-44 Air Group 3 arrived with 18 F6F.

6-15-44 7 F6F of VF-3 departed.
12 SB2C of VB-3 arrived.
VF-20 departed with 33 F6F.

6-17-44 39 SB2C of VB-20 departed.
14 TBF of VT-20 departed.
31 F6F of VF-20 departed.
12 SB2C of VB-3 arrived.
12 F6F of VF-3 arrived.

6-19-44 32 F6F of VF-11 arrived.
28 SB2C of VB-11 arrived.

6-20-44 11 TBF of Air Group 3 arrived.

6-28-44 Air Group 3 arrived with 7 SB2C.

6-29-44 VF-3 arrived with 3 F6F
VT-3 arrived with 13 TBF
VB-3 arrived with 16 SB2C
VF-21 departed with 14 F6F.

6-30-44 VF-3 arrived with 33 F6F.

7-11-44 12 TBF of VT-20 arrived.

8-4-44 Air Group 20 arrived with the following planes:
16 TBF
20 SB2C
31 F6F

x VFN-102 arrived with 20 planes.

8-5-44 VT-20 and VF-20 departed.

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8-18-44

Night Attack and Combat Training Unit (Pacific)
Captain John H. Griffin, Commanding, commissioned.
It is referred to as NACTU. On this date it had approximately
the following planes:

21 F6F	10 TBM	4 F4U
2 SB2C	1 SNB	

NACTU is to be based upon CASU TWO indefinitely.

X 8-25-44

VFN-102 decommissioned.
CVLGN-42 commissioned.

X 9-5-44

VFN-78 departed
Air Group 11 officer personnel detached.
VFN-104 arrived with 16 F6F.

X 10-9-44

VFN-106 arrived with 14 F6F.

10-16-44

Air Group 4 arrived with 76 planes.
5 TBF and 9 SB2C of Air Group 4 departed.

10-17-44

7 planes of Air Group 4 departed.

10-18-44

VF-45 and VT-45 arrived.

10-19-44

20 VF of VF-45 and 10 TBF of VT-45 departed.
CVLG-46 arrived with the following planes:
13 TBF
16 F6F.

10-20-44

CVLG-46 departed.

10-28-44

VC-90 arrived with 6 TBF.

11-1-44

6 TBF of VTN-90 arrived.

11-6-44

VOF-1 arrived with 24 planes.

11-10-44

24 planes of Air Group 9 arrived.
22 SB2C of VF-9 arrived.

11-11-44

18 TBF of VB-9 arrived.

11-14-44

9 PBV-5A of HedRon FAW-2 arrived.

11-18-44

Air Group 23 arrived with 30 planes.

11-20-44

12 TBF and 19 SB2C of Air Group 9 arrived.

11-21-44

Air Group 9 departed.

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11-25-44 Air Group 23 arrived with the following planes:
7 TBF
20 F6F

12-9-44 CAG-9 with 31 F6F planes arrived and departed.

+ 12-23-44 VFN-90 departed with 34 planes.

12-30-44 Air Group 48 arrived without planes.

X 1-2-45 CVLGN-42 decommissioned.
CVLGN-53 commissioned.

1-8-45 VBF-100 formed. To have F4U and F6F.

X 1-28-45 CVGN-53 departed.

2-11-45 14 F4U arrived for VB-100

2-13-45 CVG-85 arrived.

2-14-45 60 planes for CVG-85 arrived.
Air Group 24 departed.

2-20-45 Air Group 5 arrived with the following planes:
33 F4U
3 F6F

+ 3-7-45 CVGN-53 returned.

3-24-45 VF-53 departed.

4-4-45 CVG-31 arrived.

4-12-45 CVG-31 departed.

4-24-45 CVG-31 returned with the following planes:
9 TBM
22 F6F.

4-27-45 CVG-31 departed.

4-30-45 Air Group 6 arrived.

5-3-45 Air Groups and Squadrons aboard and other planes at CASU TWO are as follows:

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<u>SQUADRON/UNIT</u>	<u>PLANES</u>
CASU-2	11
NACTU	156
CVG-100	1
VF-100	119
VT-100	41
VB-100	25
VEF-100	55
CVGN-91	
VFN-91	--
VTN-91	--
CVGN-53	
VFN-53	--
VTN-53	--
VD-3	9
CAG-6	48
CASU PTU	16
	<hr/>
TOTAL	497

Above figures were computed as of 5-7-45.

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APPENDIX 1.

CITATIONS, AWARDS AND COMMENDATIONS

4-11-43 Unit commended by letter by VMF-215, J. L. Neefus, Commanding. VMF-215 was part of Marine Aircraft Group 24.

In the letter the following were commended by name:

Lieut.(jg) Tony Miller, U. S. Navy.
Ensign Sprague L. Nichols, U.S. Navy.

Rickard, Fred R., CCM(AA) (b) (6)
HUX, Lewis Fred, AMM2c

4-12-43 Unit commended by letter by British Squadron No. 7, Lieutenant J. L. D. Lowe (A), R. N., Commanding.

5-26-43 Unit commended by letter by VT-12, R. F. Farrington, Commanding.

6-17-43 Unit Commended by letter by VF-12, J. C. Clifton, Commanding.

11-1-43 Unit commended by letter to Commanding Officer, Naval Air Station, Barber's Point, by ACORN 14, Earl C. B. Gould, Commanding. (Captain Gould later became CO, NAS, Barber's Point).

12-20-43 Unit commended by letter by VF-2, W. S. Dean, Commanding.

12-12-43 Unit commended for contribution to annual National War Fund, by letter and certificate, by the Fleet And District Recreation and Morale Officer, Commandant, Fourteenth Naval District.

1-19-44 Unit commended by letter by ACORN 20, D. J. Brimm, Commanding.

1-20-44 Unit thanked by letter by CASU-20, Lieut.Comdr. Vernon M. Williams, U.S. Naval Reserve, Commanding.

1-20-44 Unit thanked by letter by ACORN 21, Commander George F. Chapline, U.S. Naval Reserve, Commanding.

4-17-44 Presidential Unit citation to the U.S.S. Enterprise transmitted to Ensign Eugene L. Sullenberger, U.S. Navy.

5-2-44 Unit commended by letter by Air Group 14, W. C. Wingard, Jr., Commanding.

4-13-44 Air Medal for meritorious conduct in aerial flight in action with the enemy presented to Rosummy, Benjamin Franklin, Jr., (b) (6) ARMLc V-6, U.S.N.R.

12-23-44 Unit commended by letter by Commander, Night Air Group 90, W. I. Martin Commanding. Specifically mentioned were: Lieutenant Robert.

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F. Murphy, S(A), USNR; Lieutenant Fred B. Whalen, S(A), USNR.,
Lieut.(jg) Charles F. Bartens, U.S. Navy; Lieut.(jg) Edward J.
Klein, U.S. Naval Reserve; Lieut.(jg) Richmond H. Skelton, U.S.
Navy; Lieut.(jg) Jack A. Arnold, S(A), USNR.; Ensign Emile G.
Blouin, Jr., U.S. Navy.

8-6-44

Presidential Unit Citation presented to Pottratz, George Theodore,
(b) (6) AMM2c, U.S.N.

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APPENDIX 2.

THUMBNAIL SKETCH OF

Commander George Gay, S(A), U.S. Naval Reserve,

Commanding Officer, January 1944 to April 1945.

On 6 October 1910, George Gay made his first solo flight. He was flying a Curtiss Aeroplane, one of the early machines invented and designed by Glen H. Curtiss, pioneer aviator. This plane was, of course, a pusher bi-plane.

After his solo, George Gay did exhibition flying for three years, not only in aeroplanes, but also in single passenger dirigibles.

In October, 1913, he joined the U.S. Navy. He entered Naval Aviation in April, 1914. In October, 1917, he was honorably discharged, and in December, 1917, he joined the U.S. Army. In November, 1918 he was honorably discharged from the Army and went into commercial flying.

In 1925, George Gay re-entered the Navy, in the Reserve. He received orders to active duty involving flying in 1927 and did fourteen months of such duty as a Naval Aviator aboard the cruisers Milwaukee and Raleigh.

In September, 1928, he went with the Aeronautics Branch of the Department of Commerce, the predecessor of the Civil Aeronautics Authority. He stayed with that organization until 1937, when he went into the manufacturing business in Buffalo. In September, 1939, he became Senior Air Safety Investigator of the Air Safety Board of the Civil Aeronautics Authority, which position he held until 2 June 1941.

In June, 1941, Commander Gay again went on active duty in the Naval Reserve at the Naval Aircraft Factory, Philadelphia. In October, 1941, he was transferred to Quonset Point, Rhode Island, and became the Inspection Officer. Later he was the Radio-Radar officer then he became the Officer in Charge of outlying fields. These were located at Charlestown, Rhode Island and Hyannis, Massachusetts.

On January 14, 1944, Commander Gay became the Commanding Officer of CASU TWO. He was relieved by Lieutenant Commander Albert C. Lake, S(A), U.S. Naval Reserve, on 30 April 1945.

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APPENDIX 3.

THUMBNAIL SKETCH OF

Lieutenant Commander Albert C. Lake, S(A), U.S. Naval Reserve.

Was born at Hampstead, New Hampshire, in 1897, which has been my home since that time. I attended the local schools and was graduated from Dartmouth College, class of 1920.

Enlisted in the U.S. Naval Reserve on 19 April 1917, as a seaman first class. Took ground instruction at Massachusetts Institute of Technology and qualified as Naval Aviator No. 746 in July, 1918. In 1922 returned to civil life as a contractor and builder.

Returned to active duty in the U.S. Naval Reserve in March, 1941, and served at Lee Field, Green Cove Springs, Florida, prior to reporting for duty at CASU TWO in February, 1945.

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APPENDIX 4.

TABLE OF ENLISTED PERSONNEL, QUARTERLY BASIS.

	30 June 1942	309
30	30 September 1942	246
	31 December 1942	536
	31 March 1943	533
	30 June 1943	690
	30 September 1943	921
	31 December 1943	858
	31 March 1944	1230
	30 June 1944	1408
	30 September 1944	1697
	31 December 1944	1944
	31 March 1945	2259

On 1 May 1945, the total number of enlisted personnel, including those on temporary duty, totaled 2455. The total number of officers, including those on temporary duty, totaled 80.

The total number of flying hours for the month of April, 1945, totals 24,908.2. This includes all squadrons and Units based on CASU TWO.

APPENDIX 5.

CARRIER AIRCRAFT SERVICE UNIT TWO

ENGINEERING DIVISION

1. SHOP ENGINEERING OFFICER. The shop engineering officer has charge of the following shops:

(a) Engineering shop, located in hangar "A", handles work of the following nature: engine changes, wing and stabilizer changes, propeller installations and trouble shooting which Line Engineering is unable to do.

(b) Hydraulic shop, located in hangar "B", takes care of testing and repair of all hydraulic equipment.

(c) Machine shop, located in hangar "A", is equipped with tools necessary to manufacture parts and tools necessary for the maintenance of the squadrons aboard.

(d) Instrument shop, located in hangar "B", replaces, repairs and does trouble shooting on the various aircraft instruments.

2. LINE ENGINEERING OFFICERS. Line engineering officers are located in the line engineering shops in each hangar. Their crews are responsible for routine trouble shooting, checks and minor engineering changes.

(a) STATUS OF AIRCRAFT:

1. An information board for each squadron is maintained at the clearance desk in the line engineering shops in hangars "A" and "B". This board shows whether a plane is in or out of commission, what department has a plane out of commission and the reason.

2. This information is constantly kept up to date by the recorder at the clearance desk, who gets his reports from the various shops, line director (man in charge of plane captain's for each squadron) or by persons designated in sub-paragraphs (b), 1(a), (b), and (c) following.

3. Questions concerning availability or progress of work should be taken up with the recorder, the officer or chief in charge of the shop concerned and then with the CASU Engineering Officer if necessary.

(b) PLACING AIRCRAFT IN AND OUT OF COMMISSION:

1. The following CASU and/or Squadron personnel are authorized to place planes in or out of commission:

(a) Engineering: Any Engineering Officer or Line Engineering Chief.

(b) Ordnance: Any Ordnance Officer or Ordnance Chief.

(c) Radio, Radar & Electrical: Any Radio, Radar, or Electrical Officer or man in charge of the shop concerned.

In cases involving safety of flight, anyone of the above-mentioned is authorized to place the plane out of commission without reference to any other. In matters of routine nature (installation of special equipment, aircraft changes, engine changes, etc.), permission will be obtained from the Squadron Engineering Officer.

2. Before a plane may be placed in or out of commission, one of the

above designated persons or the line director, when directed by one of the above, MUST notify the clearance desk so that the proper entry may be made on the "Aircraft Status Board"; a work or check sheet made out for the work to be done or signed as having been completed, whichever the case might be.

3. The tractor driver will not tow a plane from the line to the hangar unless it is marked out of commission on the availability board.

4. The ONLY exception to paragraphs two and three above is the Ordnance Department. This department will not be required to make out work sheets or notify the clearance desk for jobs such as boresighting, etc. The Ordnance Department will work directly with the Squadron Duty Officer and/or the Squadron Engineering Officer for obtaining planes for boresighting from the line, etc.

5. NO plane removed from the line shall be returned to the line until the entire work sheet has been signed as completed, without special permission from the CASU Engineering Officer or one of his assistants, and at no time, if the unfinished work involves safety of flight. In extreme cases, where the plane is urgently needed, the work sheet is to be kept by the clearance desk as unfinished work. The plane captain must then write the discrepancy on the yellow sheet and the pilot must sign for this before accepting the plane. The plane captain will report the above to the line director. Upon return of the plane from flight the plane captain must report same to the clearance desk, pick up the unfinished work sheet and see that the plane is returned to the hangar.

(c) SPECIAL CASES:

1. If Radio, Radar or Ordnance removes equipment from a plane on the line, a brief note to this effect MUST be written on the yellow sheet, and the line director notified. Then in special cases where the plane is needed for a flight and parts removed are not necessary for this flight the plane may be flown BUT the pilot must sign for the above discrepancy. This shall never apply where parts removed involve safety of flight.

2. In cases where a plane is in the hangar for work and one of the shops, not already assigned by the work sheet, finds work to do on the plane, the shop MUST not only write the work to be done on the work sheet but notify the clearance desk so that the status of the plane is kept up to date.

(d) TROUBLE REPORTING AND REPAIRS.

1. When a flight returns each pilot is responsible for reporting verbally all troubles, whether major or minor, to the plane captain, as well as writing the specific trouble on the yellow sheet. The line director of that particular squadron will then condense all of the plane captain's reports on one large sheet. The line director will then consult the line engineering chief who will immediately check all planes to see which ones should be placed out of commission before the next scheduled flight. It shall be the duty of the line engineering chief and/or his assistant to be ON THE LINE whenever a flight of his planes are landing. The line engineering chief should be readily available to the line director

to make necessary decisions. This should be carried out at all times unless extreme cases arise where the line engineering chief is needed elsewhere. If this should arise, his assistant should be available to the line director. As soon as the decisions are made on the planes from that flight, a separate sheet shall be filled out and turned in to the clearance desk by the line director. It shall contain the following information: Squadron concerned, plane number, and trouble reported.

(e) CHECKS:

1. The CASU line engineering chief is notified each day at 1000 by the log yeoman of any aircraft requiring checks. An attempt is made to stagger checks, both during the day and night, so that an even work load is maintained and flight schedules are not interrupted.

(f) TIRE SHOP:

1. The tire shop is maintained in a building outside hangar "B" for the purpose of mounting, demounting and reversing, when needed, the tires of all squadron planes aboard. These men inspect all the tires on operating aircraft daily and report the necessary changes to line engineering.

(g) TRACTORS:

1. The tractors for towing planes operate from the line engineering shops in each hangar. The drivers receive their orders from the man at the availability board, therefore, it is necessary for all shops to phone in when they want a plane moved.

(h) TEST PILOT:

1. CASU has test pilots available for testing all types of carrier planes. They test all engine changes performed by shop engineering and any planes that the line engineering officers request. If a squadron has a plane they want tested by the CASU Test Pilots arrangements are made through the line engineering officer concerned.

4. NIGHT ENGINEERING OFFICER. The night engineering officer is in charge of the line engineering night crews in each hangar and all the engineering shops. His engineering crews pull checks and take care of minor discrepancies during night flying operations.

5. SAFETY OR OXYGEN OFFICER. The safety or oxygen officer is responsible for the maintenance of all parachutes and the oxygen gear for the squadrons. Parachute issue rooms are provided in both hangars and an oxygen shop just outside hangar "B".

6. STRUCTURES OFFICER. The structures officer has charge of the following

(a) Metal Shop provided for the maintenance and repair of structural parts on the aircraft, incorporating structural changes, and general repair of all surfaces.

(b) Paint shop, for the purpose of all painting of aircraft and various small paint jobs.